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CLASSIFICATION <u>SECRET</u>		25X1	
COUNTRY <u>East Germany</u>	REPORT NO. <u>25X1</u>		
TOPIC <u>Soviet Troop Trains</u>			
EVALUATION <u>25X1</u>	PLACE OBTAINED <u>25X1</u>		
DATE OF CONTENT <u>25X1</u>			
DATE OBTAINED <u>16 December 1953</u>			
REFERENCES <u>25X1</u>			
PAGES <u>4</u>	ENCLOSURES (NO. & TYPE)		
REMARKS			

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CB -- converted boxcar
 B -- boxcar
 F -- flatcar

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1. Empty converted boxcars dispatched to Frankfurt/Oder from the area of the 1st railroad subdistrict office, Berlin, between 14 and 26 November 1953 included: 30 cars on 14 November; 30 cars on 15 November; 30 cars on 18 November; 30 cars on 24 November; and 90 cars on 26 November.¹

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2. Shuttle-trains with military personnel dispatched via the Guben railroad station between 21 and 26 November included:

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Date in November	Number of Cars	From	To
21	52 B	Jagodin	Frankfurt/Oder
	53 B	Jagodin	undetermined
22	52 B	Jagodin	Cottbus
	52 B	Jagodin	Magdeburg
23	53 B	Jagodin	Cottbus
	53 B	Guben	Kovel
24	53 B	Jagodin	Cottbus
	53 B	Jueterbog	Kovel
25	52 B	Magdeburg	Kovel

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25X1 25 52 B Jagodin Frankfurt/Oder

25X1 26 52 B " Cottbus

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3. The following shuttle-trains carrying military personnel, except as noted, between 21 and 27 November:

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Date in November	Number of Cars	From	To
21	undetermined	Magdeburg-Brueckfeld	Guben
	undetermined; empty	Neustrelitz	Magdeburg
22	57 B; empty	Kuestrin	Magdeburg
23	20 CB	Magdeburg-Brueckfeld	Ludwigslust
	4 CB	Magdeburg-Brueckfeld	Schwerin
24	undetermined	Magdeburg-Brueckfeld	Halle railroad district
27	undetermined	Magdeburg-Brueckfeld	Frankfurt/Oder

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4. By order of the Soviet transportation control headquarters of 23 November, shuttle-trains sidetracked at the Magdeburg main railroad station were to be disassembled and to be stripped of fittings for the accommodation of military personnel. Shipments of replacements terminated on 27 November.

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5. Trains with military personnel passing through the Muellrose railroad station on 20 and 26 November included: shuttle-train from Chemnitz to Frankfurt/Oder on 20 November; and a train of 21 boxcars from Frankfurt/Oder on 26 November, including 5 cars to Wuensdorf, 10 cars to Rehagen, 4 cars to Wildpark, and 2 cars to Stendal.

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6. Trains carrying replacements observed on 24 and 25 November included: shuttle-train from Guben to Rathenow-Nord on 24 November; and another train of 21 boxcars from Rathenow-Nord to Wusternmark on 25 November.

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7. the following trains were loaded between 23 and 27 November:

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Date in November	Number of Cars	Loading Station
23	1 CB, 4 B, 5 F	Wuensdorf
	53 CB	Jueterbog-Altes Lager
26	53 CB	Jueterbog-Altes Lager
27	3 CB, 23 B, 3 F	Jueterbog-Altes Lager

- 25X1 1. Comment. The assembling of seven trains of 30 winterized converted boxcars each at the Frankfurt/Oder railroad station was previously reported
- 25X1 Comment. The employment of these trains has not been determined.
- 25X1 2. Comment. The shuttle-trains are commented on as follows:
- 25X1 Shuttle-train On 12 November 1953, the train carried discharges from Bad Freienwalde to the east via Kuestrin; and on 27 November 1953, went empty from Wustermark to Jueterbog probably for reloading.
- 25X1 It is assumed that, on about 17 November, the train arrived again in the zone via Kuestrin, left the zone via Frankfurt/Oder, Guben on 21 November, and returned via Guben on 25 November 1953. This indicates that source confused the dispatching and receiving station of the train in paragraph 2.
- 25X1 Shuttle-train On 12 November 1953, the train was last observed coming from the east and passing through Kuestrin. If the data in the present report are correct, the train had left the zone via Guben on about 16 November 1953.
- 25X1 Shuttle-train The observations in paragraphs 2 and 3 are mutually confirming.
- 25X1 Shuttle-train on 23 November 1953, the train hauled discharges from Magdeburg to Guben.
- 25X1 A previous report and the data in paragraphs 2, 3, and 6 of the present report indicate that the train actually went from Guben to Kovel on 19 November, from Guben to Rathenow on 24 November, and from Magdeburg to the east on 27 November 1953.
- 25X1 Shuttle-train On 13 and 20 November 1953, the train was last observed empty en route from Wustermark to Jueterbog probably for reloading. It is possible that, between 13 and 19 November, the train went to the east and vice versa, and was again made available at Jueterbog after 20 November to be dispatched to the east via Guben on 24 November 1953.
- 25X1 Shuttle-train On 19 November 1953, the train arrived in the zone from Jagodin. Its return to the east from Magdeburg via the Halle railroad district, Guben on 24 November as confirmed by the present report is given credence.
- 25X1 Shuttle-train On 10 November 1953, the train ^{was} last observed en route from Frankfurt/Oder to Angermuende. Later, the train probably was once again employed for an eastward trip and, returning with replacements, unloaded at the Himmelpfort railroad station near Neustrelitz on about 21 November wherefrom it was redispached to Magdeburg for disassembling on 22 November 1953.

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SECRET [REDACTED]

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25X1 Shuttle-train [REDACTED] on 21 November
1953, the train went empty from Kuestrin to Magdeburg. [REDACTED]

25X1 Shuttle-train [REDACTED] On 13 November 1953, the train was last observed west-
25X1 bound and passing through Kuestrin.

25X1 3. [REDACTED] Comment. As shuttle-trains [REDACTED] were stripped of fittings
25X1 for accommodation of military personnel at the Magdeburg railroad station,
25X1 it is possible that the replacement program is nearing completion. The two
25X1 trains had been assembled at Magdeburg in mid-October 1953.

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SECRET [REDACTED]